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SAPC 5039
cy 1 of 5

4 April 1956

MEMORANDUM FOR THE RECORD

SUBJECT : Meeting at Westinghouse Air Arm, Baltimore, Regarding
Utilization of Radan with APQ-56 Type Radar

1. Time and Place of Meeting: The meeting was held 3 April 1956
in the Engineering Office of Westinghouse Air Arm, Friendship Airport.

2. Attendance:

| | |
|--|--------------|
| | Westinghouse |
| | Westinghouse |
| | GPL |
| | Project |
| | Project |

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3. Discussion:

e a. Before [] arrived, [] gave the Project
personnel a tour of the portions of the plant producing the Project
equipment. Item number 1 will be completely assembled by 7 April
and then undergo component and assembly tests. System tests will
be completed by 15 May. [] recommended immediate shipment
to Lockheed for installation. He felt that pilot training, if
desired, should take place at Watertown with item 1 or at Friend-
ship with item 2. If the former is desirable, security clearances
for Westinghouse pilots and crew chief on the B-17 should be
initiated at once. Also arrangements should be made to clear the
B-17 into Watertown. In any event, if pilot training on the B-17
is desired, approval of the Air Force bailment officer will be
required.

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b. [] was informed that Commo is processing the necess-
ary papers to install the TWX machine in his plant.

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c. When [] arrived, he proceeded to brief []
and Mr. Stuntz and the Radan details that would be of interest to
them. [] reciprocated by outlining the APQ-56 features
that concerned G.P.L.

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d. As a result of these discussions, both G.P.L. and Westing-
house feel that completely automatic data transfer from Radan to
the APQ-56 is possible. It will entail a revision of the APQ-56

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control panel as well as a possible modification to the Radan indicator unit. [] were to plan a method of attack for this problem and recommend appropriate action.

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e. As an out growth of the discussions of Radan APQ-56 compatibility, it became obvious that a navigational capability was present when the two systems were combined. This combined system would have available within its "black boxes" signals proportional to distance, in miles, traveled in an assumed direction of flight and the distance, also in miles measured at right angles to this line, the aircraft has drifted. The weight penalty for bringing this information out in counter form for the pilot's use in navigating will probably be less than two pounds. [] was requested to pursue this matter and submit a proposal for the necessary equipment modification.

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f. [] was given three pre-signed copies of letter contract RA-1076 for transmittal to [] at G.P.L. After reading them, [] saw no reason for any questions or objections to be raised. [] was requested to return two signed copies as soon as possible.

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4. Action:

a. Westinghouse is to explore the requirements for equipment changes to make Radan and APQ-56 Radar compatible.

b. G.P.L. is to return the signed contract as soon as possible.

c. The Project is to make arrangements for pilot training using the APQ-56 in the B-17.

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Distribution:

- Orig. - Equine Master
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RAK:kjw (4/5/56)

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